

## **Minutes of the Public Works Committee - May 15, 2003**

The meeting was called to order at 8:30 a.m. by Chair Manke.

**Present:** Chair Richard Manke, County Board Supervisors James Behrend (arrived at 8:50 a.m.), Genia Bruce, Hank Carlson, Karl Nilson, Rodell Singert (arrived at 8:39 a.m.), David Swan

**Staff Present:** County Board Chief of Staff Lee Esler, Legislative Policy Advisor Mark Mader, Legis.Associate Sandra Meisenheimer

**Also Present:** Public Works Public Works Director Rich Bolte, Engineering Services Mgr. Gary Evans, Building Projects Mgr. Dennis Cerreta, Planning and Zoning Mgr. Dick Mace, Labor Relations Mgr. Jim Richter, County Board Supervisor Joe Griffin, Budget Mgr. Keith Swartz, Communications Center Mgr. Richard Tuma, Chairman Jim Dwyer

**Public Present:** Attorney Kathy Gutenkunst, Village of Hartland Administrator Wally Thiel, Chuck and Carol Jungbluth, Gregory Good, and Bill Rademan of Town of Merton, Ed Stoltz (former County Board Supervisor)

### **Read Correspondence**

1. Esler referred to a memo from SEWRPC Executive Director Phil Evenson to all members of the SEWRPC Regional Freeway System Advisory Committee regarding the 4/2/03 Advisory Committee minutes being revised to reflect comments by Messrs. Cook and Norquist. Esler said he has a copy of the minutes if anyone is interested.
2. Manke apprised the committee of a one-day seminar -- "Advances in Environmental Mold Issues in Wisconsin" being held at the Best Western Midway Hotel in Brookfield on July 11, 2003.

### **Approve Minutes of May 1, 2003**

**Motion:** Singert moved, second by Bruce, to approve the minutes of May 1, 2003. Swan asked to add on Page 4 in the second MOTION where Swan is commenting – delete the "s" in the word "roads" and add "right of ways". **Motion carried as amended 6 – 0.**

### **Verbal Report from Executive Committee Member**

Manke reviewed items that were discussed and/or considered at the last meeting on May 5, 2003.

### **Verbal Report from Committee Member Attending Airport Commission Meeting**

Bruce said at the last meeting the following items were discussed: annual meeting of WCEDC which was held at the airport and was a great success, private use of public lands, land acquisition for the safety areas at the airport, funding for a truck to be used on airport grounds that would hold 1,500 gallons of water and about 1,000 lbs. of foam for use in extinguishing fires, and the 3 capital projects that are being combined to reduce costs from \$1.2 million to about \$220,000 for the county share of the 95/5.

### **Public Comment**

Wally Thiel stated since the County Board for the next year or so is committed to the route to the north, it appears to him there is no compelling reason to make an amendment to the map. The original alignment is highly questionable because of engineering, and today since the Board's decision is in place and there is the added advantage of staff carrying on discussions with a developer that could possibly lead to a resolution of the issue, you may be committing yourself to something you can't wiggle out of later on because there's a better solution. Thiel said he's not here today to say that a north route can't work although he personally doubts it. Maybe by negotiating with the developers there is a solution that actually makes a northerly route work. Again, based on the evidence before you is this study, and this study says it is very expensive to do something to the

north. His concerns are consideration for safety, efficiency and access to all the properties. Personalities and histories should all be removed from the table and on the table should be a good public policy decision.

Gregory Good stated he was at the last Public Works Committee meeting two weeks ago at which time he suggested a northerly route be considered that isn't in the study and that would have 35 mph curves. One thing that the study didn't consider is that there will be a huge population concentration north of Highway K. Work on a solution that doesn't bulldoze Chuck Jungbluth's house, and building a 45 mph road north of K doesn't make sense. The study to him seems kind of narrow. The focus of the corridor should be expanded.

Chuck Jungbluth stated he owns some of the property that the northerly route would impact. Alternate 1 affects his son's horse training barn, which is state of the art. They built it back in the field to avoid traffic noise. This should go back to the engineers to study it. They like the south and so does he. The northerly route also would divide his properties.

Attorney Kathy Gutenkunst (representing Greg and Barb Good) stated she agrees with comments by Chuck Jungbluth. As Mr. Thiel pointed out there are developers who are apparently willing to sit down and talk. Her guess is between a good developer and staff you can come up with a road that runs north. The study is inadequate in a number of ways. She would strongly suggest that the road be left as it is mapped since the County Board pretty much made it clear that is the desire at this point. Let the developer work with staff to see if they can come up with an alignment to the north that suits everybody. She believes the municipality that is generating the traffic and is going to benefit from all of the development should bear the brunt of this particular improvement. To tell the people in the Town of Merton who are not generating any of this that they will be bearing the brunt for Hartland just plain isn't fair.

Wally Thiel said he takes exception with one statement by Ms. Gutenkunst when she said most of that traffic is being generated by the Village of Hartland. There is development occurring in the Town and Village of Merton, and there also are all the people returning home from Milwaukee and using Jungbluth Road so all that traffic is not being generated by the Village of Hartland.

Bill Rademan stated there is one Rademan farm. They've sold quite a bit of their property to Greg Good. Many of his brothers, sisters, cousins, nieces and nephews own property on the farm. Suddenly the Village of Hartland decided the road should go south. Now because Hartland started development, they talked to the engineers to make the road go south. This is very upsetting to him.

### **Discuss and Consider Proposed Ordinance: 158-O-001 Amendment to Waukesha County Street and Highway Width Map**

Evans and Mace were present to discuss the ordinance with the committee. Singert said we should leave it the way it is and let the developer come up with a design for a northerly route and hopefully it will have a curve to the south of the Jungbluth property and be a 35 or less mile per hour speed limit. He has read the report and believes the solution is still to the north.

Manke said we talked about 35 mph curves but county road standards are 45 mph. Are we willing to change that policy? Evans said our policy with any developer is that we design to posted speeds. He cannot recommend 35 mph when he knows that the operating speeds are much higher. He said

please don't hamstring us with design speeds. Manke said he is definitely against saying design the road for 35 mph.

Nilson asked isn't this a width ordinance and not an alignment ordinance? Mace said yes; however, historically it has provided future alignments but not many. Nilson asked what happens if we pass this today and the alignment changed? Mace said the alignment would only change if you make a motion or adopt an ordinance amendment in the future

Swan asked is there a traffic count for Highways K and KE? Evans said yes. Swan asked why is this back here now? What is driving this decision? Mace said it started because the development came in as the proposed plat. We objected to it because it didn't provide for a right of way through the development to accommodate the relocation. Swan said it seems as though 70% of the traffic is through traffic to the intersection. Evans said a traffic consultant was hired to do an origin-destination study to find out where the traffic was actually going. They found that 70% was northbound/southbound traffic. Swan said one of his pet peeves is that we don't plan north and south and the State doesn't either. He would like to focus on planning north/south roads.

Swan stated as we put the combination of different plans together (Regional Transportation Plan, Jurisdictional Highway Plan, County Capital Projects Plan), where does this fit into the scheme of those three plans as we try to develop a road that meets everyone's plans? Esler said they go in a hierarchy from the specific to the general so start with the Capital Plan to the Street and Highway Width Map and then to the Regional or Jurisdictional Plan which are in concert with the two previous plans.

Mader stated if we're looking for possible justifications as to why we're staying with existing plans, there is an important element of public policy which is certainty – certainty of action. It's a point of the law and the point of planning because with certainty comes reliance. With reliance comes trust in government and with that trust comes people relying on one another's word. If people lose trust in government then you really don't have much of a government.

Behrend said it has been his personal opinion that the road would be going north but he would have preferred to have had the deal cut before it was mapped and before putting it in an ordinance. Behrend said to Singert that we shouldn't be telling them what the speed limit is. Let staff work with the developer and figure out a plan to bring the traffic through there. Singert said he wasn't suggesting a speed limit but rather a lesser curve.

Carlson said we're spending a lot of time on this (K/KE). There are other projects – 86 proposed changes to the Street and Highway Map. Right now we're focused on one. Are we going to get past this one? Manke said yes we will or you'll have to tell your wife you'll be missing supper tonight.

Mace stated you're not locked into what we do today. If there is a better solution from the study that Evans does, you can decide at that point what you want to do. Esler said there is nothing in this staff recommendation in the 87 amendments that affects what we're talking about right now. There is nothing to change the northern alignment of KE. Something needs to be added to change it. Esler referred to past projects and said when the details are addressed based on the Street and Highway Width Map, they are worked out and they get done. Singert indicated the desire here by consensus agrees that we are either for or against the map indicating a north alignment, but we don't have a vote because it is not part of the amendment.

**Motion:** Swan moved, second by Behrend, to take Proposed Ordinance 158-O-001 off the table.  
**Motion carried 7 – 0.**

Manke asked then we are in agreement to let the staff negotiate? If nothing works out, they will come back to the committee.

Manke allowed Carol Jungbluth to speak. She stated she wanted to comment on the government's planning here. The integrity of the northern route was severely impacted by the fact that you're no longer limiting yourself to what is on the map. As soon as that line goes from 850 ft. north of Highway K on Winkleman to over 1,300 ft. the integrity is lost. It has affected their planning and the fact that remodeling was done; it was always going to go south of the house so we have been affected. That integrity is no longer valid if you change the lines on that.

Manke stated we're looking for a good public policy and are fortunate to live in Waukesha County because we do have an open government here.

**Motion:** Behrend moved, second by Singert, to approve Proposed Ordinance 158-O-001.

Esler reviewed the amendments that the committee dealt with at the last meeting on May 1, as well as giving historical information regarding Highway E. The committee continued to discuss Highway E.

*(The following discussion was recorded later in the meeting but has been inserted here for continuity).*

A long discussion continued regarding the Waukesha by-pass. **Motion:** Bruce moved, second by Carlson, to change the right of way for Meadowbrook Road from Northview Road to the freeway to 130 feet. **Motion carried 7 – 0.**

Esler pointed out some major issues that should be discussed – 1) Johnson Road extension from Coffee to Racine, and 2) Deletion of the former new road alignment from State Highway 16 and 83 to go in a north/northwesterly direction to the intersection with Highway K, which is now depicted on the map in No. 70 and No. 76. No. 76 is a new local road which is laid out on the map between the intersection of Highway 83/16 to Highway K to go in a north/northeasterly direction.

**Motion:** Singert moved, second by Behrend, to change No. 70 (STH 83 – Village of Chenequa) under Existing Status from Local road to Arterial road and under Proposed Change change to Arterial with a 60/66 ft. planned width. **Motion carried 7 – 0.**

Additional discussion continued on other projects but no action was taken. Bolte suggested that the State be invited to a committee meeting to explain their process regarding different projects. The committee decided that the ordinance should be taken up again at the next meeting.

**Motion:** Swan moved, second by Carlson, to table Proposed Ordinance 158-O-001. **Motion carried 7 – 0.**

### **Status Update of the Justice Center**

Bolte and Cerreta were present to give a status update. Cerreta distributed copies of the project

schedule, which he reviewed with the committee. Bolte stated two important dates are June 26 when the Public Works Committee will review and approve the bids and July 10 which is the groundbreaking. To Swan's concern, Bolte stated that he, the Sheriff and the jail staff are satisfied with the design of the facility which will meet all of the needs of Waukesha County. Esler asked about the old two-story garage located in the east parking lot. Bolte said it was used for storage but he doesn't believe it is being used for anything now. Eventually it will be coming down.

**Consider Proposed Ordinance: 158-O-018 Creation of Positions for Waukesha County Communications Center**

Richter and Bolte were present. **Motion:** Behrend moved, second by Carlson, to approve Proposed Ordinance 158-O-018. Bolte introduced Richard Tuma, the new manager for the Communications Center, who gave a brief explanation of his background and past experience over the years.

Bolte explained the ordinance which creates positions for the Communications Center – 1 Communications Center Manager in Department of Public Works (DPW), 1 Communications Center Specialist (DPW), 1 Senior Information Systems Professional (DOA), 1 Communications Center Supervisor, 1 Clerk Typist III (DPW), 5 Communications Center Supervisors (DPW), transfer and re-title of 15 Radio Dispatchers and 2 Lead Radio Dispatchers to Telecommunicators (DPW), 2 Clerk Typist II (Sheriff Dept), and 19 Telecommunicators (DPW). The Public Works Communications Center operations 2003 budget will be modified by transferring existing budgeted Operating Expenditures of \$114,204 to the Personnel Cost appropriation unit to fund the costs associated with the positions created for 2003.

Swan said he would like to see the annual salaries listed rather than bi-weekly salaries. To Behrend's question, Bolte said these positions contemplate everyone who will be staffing the center. Bolte stated that the creation of the supervisor positions is attractive since they (telecommunicators) will have a chance to move up the ladder. In all, there are 46 positions. To Swan's concern, Bolte said Director Cummings did plan for this financially and the money transferred into contract services in the Public Works Budget is sufficient to implement this in 2003. Bolte said they would rather be over staffed initially rather than not being able to provide the communities with the level of public safety support that they are accustomed to. Richter said they don't believe they will be over staffed since the consultant has recommended this level. There is a level of turnover in this career and job function, and there is a long learning curve. They want to hire the best people and keep them. **Motion carried 7 – 0.**

**Consider Proposed Ordinance: 158-O-016 Communication Center Supervisor Wage and Benefit Transition Plan and Telecommunicator Retention Plan**

**Motion:** Swan moved, second by Bruce, to approve Proposed Ordinance 158-O-016.

Bolte and Richter explained the ordinance which contains three components. Richter said the first deals with the transition of dispatchers from Brookfield and LACS in the event that they get hired as supervisors. The second is a one-time retention payment of \$500 upon completion of training and/or probation of 6 months. The third component deals with the incumbent Radio Dispatch Coordinator in the Sheriff Department receiving a retention package upon staying with the county through the transition process. All associated costs will be budgeted in 2004 as one-time expenditures. This ordinance results in no additional direct tax levy impact in 2003. **Motion carried 7 – 0.**

**Discuss CTH P Project for Dodge/Waukesha Counties**

Bolte distributed photos of CTH P for the committee's review which he went on to explain. He stated that he was approached by Bob Sindelar, Dodge County Highway Commissioner, who wants to do a project on their Highway P which is also Waukesha County's Highway P. Their work would extend about 1,000 ft. into Waukesha County. Sindelar has asked if Waukesha County would be willing to purchase the right of way for them with our money and in return they would rebuild 1,000 ft. of our highway. The cost would be somewhere in the \$30,000 to \$35,000 range, which would include the appraisal, the negotiation and the actual acquisitions.

Esler asked if there would be a written contract between the two counties? Bolte said there certainly would have to be letters of agreement laying out what is agreed upon between the counties. The funds would come out of the Public Works operating budget. Bolte said he would return with something to formalize the agreement between the two counties.

**Status Update on Activities of the Wisconsin River Rail Transit Commission (WRRTC)**

Manke, Nilson and Ed Stoltz (former County Board Supervisor) are members of WRRTC. Stoltz said the county has contributed about \$125,000 in cash outlay over the years. The objective is to re-establish and improve the railroad as it runs and services Waukesha County in connection with the greater area. This is a large operation -- \$24 million in the transportation of farm crops, commercial autos, etc., was reported this year. The objective is to continue the viable railroad operation which is another form of transportation and probably the most economical of heavy loads. All of the counties involved have agreed to pay 20% of the improvements. It has been proposed that Waukesha County raise \$18,000 which is the estimated cost for 2004.

Nilson said Wisconsin & Southern is charged a fee for running their cars over the rail beds, and then it is given back to them to fix up the rail beds. The first year 4,000 cars were hauled and today it's up to 40,000. There also are a number of new businesses coming on board. For every freight car that's on the railroad, 3½ trucks are off the highways. Therefore, for every dollar spent on the railroads, \$12 is saved in highway maintenance.

Nilson also gave an update on the one-day annual meeting of WRRTC on May 9 in Horicon, Wisconsin. A keynote speaker was Frank Busalacchi, who is the State Secretary of Transportation. Nilson said the State contributes 80%, the railroad puts in 10-15%, and the counties put in the other five or so percent through the rail commission.

**Motion to adjourn:** Swan moved, second by Bruce, to adjourn the meeting at 12:38 p.m. Motion carried 7 – 0.

Respectfully submitted,

Genia C. Bruce  
Secretary

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